

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research

APR 07 2020

STATE CLEARINGHOUSE

April 7, 2020

Jason McCrea
City of Los Angeles Department of City Planning
221 N. Figueroa Street
Los Angeles, CA 90012

RE: Hollywood & Wilcox – Draft Environmental
Impact Report (DEIR)
SCH # 2017051079
GTS # 07-LA-2017-03173
Vic. LA-101/PM: 7.588

Dear Jason McCrea:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced DEIR. The proposed project is an infill, mixed-use development comprised of 260 multi-family dwelling units and approximately 17,800 square feet (SF) of commercial uses on a 1.4-acre project site within the City of Los Angeles. Up to 10% of the dwelling units would be set aside for workforce housing. Upon completion, the Project would include approximately 278,892 SF of floor area, inclusive of the 9,000-SF existing Attie Building, with a maximum floor area ratio (FAR) of up to 4.5:1. Approximately 420 parking spaces would be provided, which accounts for a 10% reduction, pursuant to the Los Angeles Bicycle Parking Ordinance. The Project is an Environmental Leadership Development Project under Assembly Bill 900, certified by the Governor on October 10, 2019. The City of Los Angeles is considered the Lead Agency under the California Environmental Quality Act (CEQA).

The nearest State facilities to the proposed project are the United States 101 (US-101) and State Route 2 (SR-2), which is also known as Santa Monica Boulevard. The US-101 at Cahuenga Boulevard is located approximately 2,200 feet away from the project, and the SR-2 at Wilcox Avenue is located approximately 4,000 feet away from the project.

Regarding transit access, the project is located approximately .25 miles away from the Metro Red Line Hollywood/Vine station, and approximately 2,500 feet away from the Metro Red Line Hollywood/Highland Station. This means that the project is located in a Transit Priority Area (TPA) per the Technical Advisory on Evaluating Transportation Impacts in CEQA by the California Governor's Office of Planning and Research (OPR), dated December 2018. There are also several bus lines with stops along Hollywood Boulevard near the project site. Specifically, there are eight Metro local lines, 3 DASH lines, and one LADOT Commuter Express line that have stops near the project site.

In terms of active transportation facilities serving the project, there are sidewalks along Hollywood Boulevard and Wilcox Avenue. The project also involves implementing streetscape amenities, such as a row of street trees on Wilcox Avenue, pedestrian-scale lighting, and landscaped outdoor seating areas. As discussed in the DEIR, while there are no dedicated bicycle facilities in the immediate vicinity of the project site, there are a limited number of Class II and Class III bicycle facilities in the study area. Also, the project will offer 304 bicycle parking spaces.

Caltrans initially commented on the Notice of Preparation for this project in June 2017. Since then, the City of Los Angeles has adopted a Vehicle Miles Traveled (VMT) metric for transportation analysis, in accordance with Senate Bill 743 (2013). This bill mandates that VMT be used as the primary metric in identifying transportation impacts of all future development projects under CEQA, starting July 1, 2020. In light of the City's early adoption of VMT, Caltrans has reviewed this project based on the 2018 OPR Technical Advisory on Evaluating Transportation Impacts in CEQA. According to these guidelines, this project is presumed to have a less than significant impact because it is located in a TPA, and meets the following criteria:

- Has a floor area ratio of more than 0.75
- Does not include more parking than required by the local permitting agency
- Is consistent with the region's Sustainable Communities Strategy
- Does not replace affordable residential units with a smaller number of moderate- or high-income residential units

In addition, Caltrans does not have any safety concerns with this project. However, if any of the following proposed transportation-related Project Design Features will be implemented in or near Caltrans right-of-way, please inform Caltrans for its review and approval.

- **TR-PDF-1:** Preparation of a Construction Traffic Management Plan
- **TR-PDF-2:** Implementation of a Transportation Demand Management Program
- **TR-PDF-3:** Contribution toward Transportation Systems Management Improvements

The following information is included for your consideration.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Furthermore, Caltrans encourages the Lead Agency to integrate transportation and land use in a way that reduces Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions, as well as facilitates a high level of non-motorized travel and transit use. Thus, Caltrans supports the Transportation Demand Management (TDM) strategies this project has incorporated, such as preparing a TDM program, providing pedestrian lighting, and widening a portion of Wilcox Avenue by five feet. Additional TDM strategies that the City of Los Angeles can consider integrating into this project include:

- Provide transit passes to residents and employees to encourage them to utilize nearby transit services.
- In addition to providing parking incentives, all parking should be priced appropriately, and unbundled from residential leasing agreements.
- Provide showers, lockers, and an on-site bike repair room to residents and employees, to support a mobility hub and decrease barriers to cycling.
- Improve bus stops adjacent to the site, such as by providing a bench at the bus stop on the southwest corner of Hollywood Boulevard and Wilcox Avenue.
- Enhance bicycle facilities on Wilcox Avenue and Selma Avenue to create safer and more comfortable environments for people on bikes.
- Ensure that the portion of sidewalk that will be widened on Wilcox Avenue meets ADA requirements after it is widened.

Please make every attempt to reduce VMT.

Jason McCrea
April 7, 2020
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As a reminder, any transportation of heavy construction equipment or materials that requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. If construction traffic is expected to cause delays on any State facilities, including the US-101, please submit the Construction Traffic Management Plan detailing these delays for Caltrans' review. Caltrans supports the measure in this plan to require construction-related traffic, including truck haul trips, to be scheduled outside of commuter peak hours to the extent possible.

If you have any questions about these comments, please contact Emily Gibson, the project coordinator, at Emily.Gibson@dot.ca.gov, and refer to GTS# 07-LA-2017-03173.

Sincerely,

A handwritten signature in cursive script that reads "Miya Edmonson".

MIYA EDMONSON
IGR/CEQA Branch Chief
cc: Scott Morgan, State Clearinghouse